

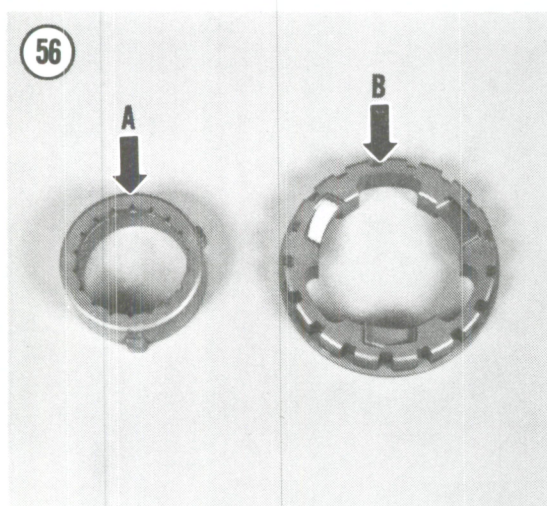
8. On 90-125 cc clutch models, inspect the splines of the clutch outer housing (A, **Figure 57**). If it show signs of wear or damage they should be replaced. This is a 2-part assembly; if disassembly is necessary, remove the circlip (B, **Figure 57**) and separate the 2 parts.

9. On 90-125 cc models, inspect the centrifugal weights on the drive plate (**Figure 39**). They must move freely or be replaced.

CLUTCH RELEASE MECHANISM

The clutch release mechanism is located within the right-hand crankcase cover (**Figure 58**).

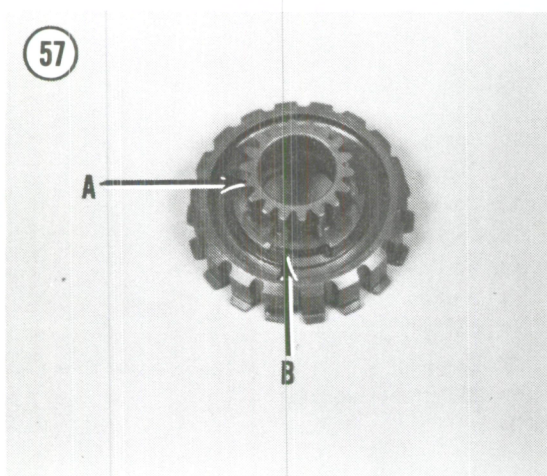
1. Drain the engine oil as described in Chapter Three.
2. Remove the bolts securing the right-hand crankcase cover and remove the cover and the gasket. Don't lose the locating dowels.
3. From the exterior of the crankcase cover, remove the locknut and washer from the adjuster screw.
4. Within the right-hand crankcase cover, remove the adjuster screw and the O-ring seal.
5. Install by reversing these removal steps, noting the following.
6. Refill the engine with the recommended type and quantity of engine oil; refer to Chapter Three.
7. Adjust the clutch as described in Chapter Three.



EXTERNAL SHIFT MECHANISM

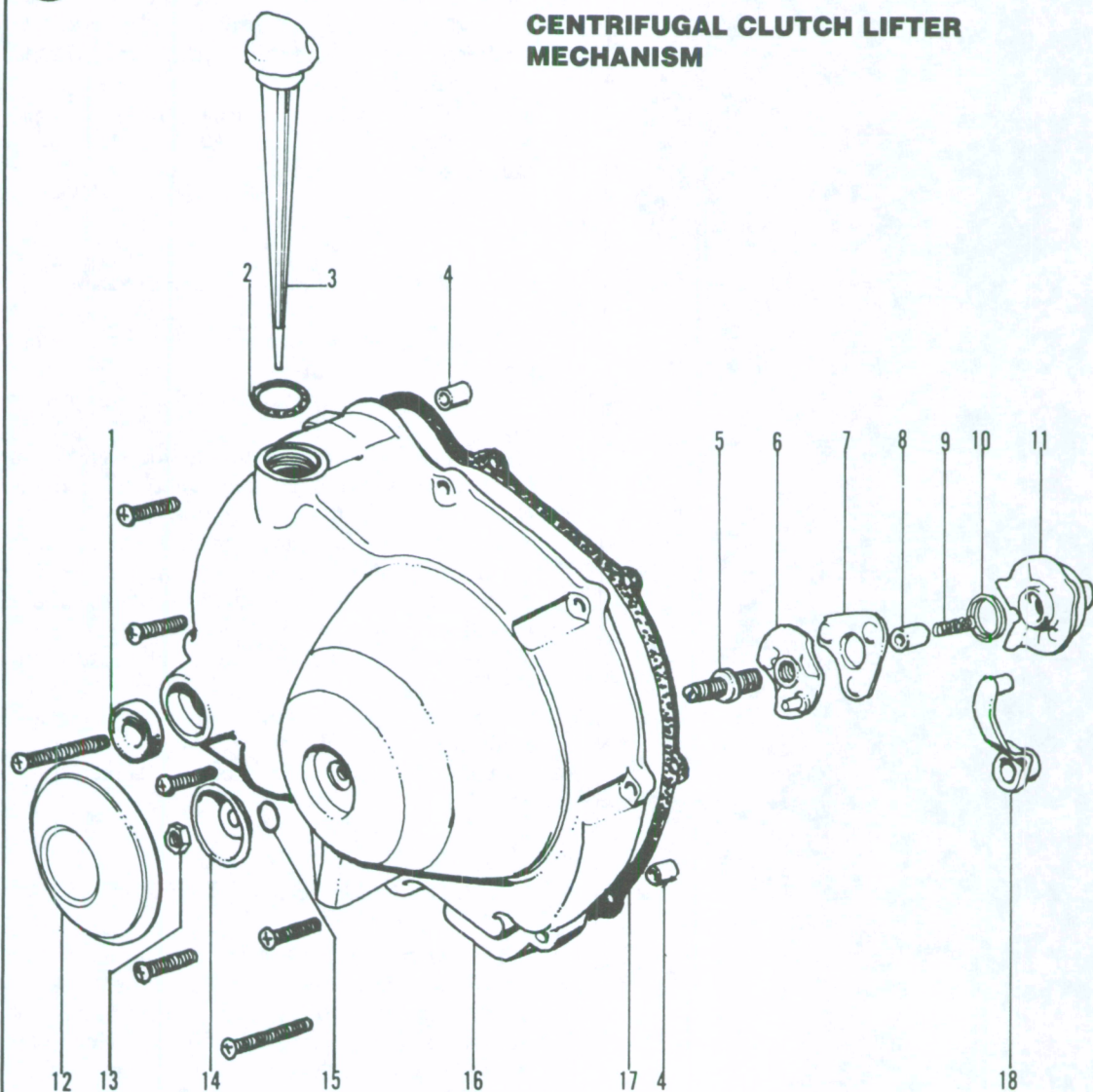
The external shift mechanism is located on the right-hand side of the engine, under the crankcase cover and next to the clutch assembly. The mechanism can be removed with the engine in the frame. To remove the shift drum and shift forks it is necessary to remove the engine and split the crankcase. This procedure is covered under *Shift Drum and Shift Forks* in this chapter.

The gearshift lever is subject to a lot of abuse. If the ATC has hit a large rock or other obstruction, the gearshift lever may have been hit and the shift shaft bent. It is very hard to straighten the shaft without subjecting the crankcase to abnormal stress where the shaft enters the case. If the shaft is bent enough to prevent it from being withdrawn from the crankcase, there is little recourse but to cut the shaft off with a hacksaw very close to the crankcase. It is much cheaper in the long run to replace the shaft than risk damaging a very expensive crankcase.



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CENTRIFUGAL CLUTCH LIFTER MECHANISM



1. Oil seal
2. O-ring
3. Dipstick
4. Locating dowel
5. Adjuster screw
6. Cam plate
7. Ball retainer
8. Oil guide
9. Spring

10. Spring
11. Clutch lifter plate
12. Cover
13. Locknut
14. Washer
15. O-ring
16. Cover
17. Gasket
18. Clutch release lever

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